

ARTICLE 402
DETROIT CENTRAL AREA

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STATUS

Special area policies affecting the Detroit Central Area, the area generally bounded by the Ford Freeway, Penn Central Railroad, and Hamtramck on the north, Mt. Elliott on the east, Detroit River on the south, and Fisher-Jeffries Freeway on the west, have been evolving since the original Master Plan studies of the 1940's. The area covers some 14 square miles of the City's 140 square miles (10% of the total city), represents some 136,000 residents (9% of the total city), and some 270,000 jobs (over 35% of the total city). The initial Master Plan studies proposing special area policies affecting the Detroit Central Area were the Civic Center, Riverfront and Cultural Center. Specific policies from these studies were subsequently adopted as elements of the Master Plan in 1946, 1947 and 1948. In the ensuing years, revisions and amendments were adopted with a major study on the Riverfront in 1963 resulting in adopted amendments in 1965 and a special study on the Cultural Center resulting in adopted amendments in 1968.

During the late 1950's and early 1960's three special areas, within the Detroit Central Area, the Medical Center, Research Park and the Eastern Market Wholesale Distribution Center were

given intensive study as part of the urban renewal process. Policies for these areas were adopted in 1959, 1963 and 1965. Policy adjustments and amendments for each area have been adopted since these dates.

In the late 1960's beginning with the Grass Roots Organization Workers (GROW) petition to Common Council a new phase of Master Plan policy review and amendment began. Local area organizations began to request amendments to the Master Plan based on local area plans and proposals prepared by their planning consultants. After staff consultations with affected community, agency and Mayoral review, public hearings and City Plan Commission recommendations, Common Council adopted amendments and policy guidelines affecting a number of local areas, namely, (1) GROW - 20,000 residents and 2,200 workers - April 1970, (2) Community-on-the-Move-7,000 residents and 3,500 workers - January 1971, (3) Forest Park - February 1971, (4) Art Center - March 1971, (5) Research Park - February 1972, (6) Model Neighborhood- which includes Forest Park, Art Center and Research Park - 104,000 residents and 67,000 workers - March 1972, (7) New Center - 8,000 residents and 30,000 workers - March 1972.

As of July 1972 the proposals to amend the Master Plan for the Riverfront Gateway Area (includes Hubbard-Richard Area around the Ambassador Bridge east to Downtown) were awaiting final staff recommendation and Master Plan proposals for vehicular, transit and pedestrian circulation in the Downtown area were being formulated. The Master Plan Policy review of the development plans and proposals of the eight Model Neighborhood area development corporations was also underway aimed at insuring consistency with the Plan and incorporating additional objectives into the Model Neighborhood framework policy guidelines adopted in March 1972.

402.0100 DETROIT CIVIC CENTER

STATUS - The preparation of the Civic Center General Development Plan involved the collaboration of the Civic Center Commission, City Controller, Wayne County Stadium Authority, Department of Parks and Recreation, Municipal Parking Authority, Department of Streets and Traffic, Fire Department, Department of Public Works, Police Department, and the City Plan Commission. The plan was originally adopted as part of the Master Plan by the Common Council on March 26, 1946 (J.C.C., p. 620).

In order to achieve harmony and a high degree of architectural excellence in the Civic Center, the City Plan Commission has sought the advice of Detroit's architects on the design of the center. In the early stages of development of the Civic Center plan, Suren Pilafian served as consultant to determine the buildings to be included and their general location. In January 1947 the Detroit Chapter of the American Institute of Architects appointed an architectural advisory committee to assist the City Plan Commission in architectural review of proposed public buildings. In February 1947 on recommendation of the architectural advisory committee, the City Plan Commission retained Saarinen and Associates as consultants to prepare a Civic Center design which included the position and architectural character of buildings and structures, treatment of the plaza and provisions for parking and circulation.

Since its original adoption, several revisions have been adopted by the Common Council as amendments to the plan. The first major revision was adopted on May 17, 1949 (J.C.C., p. 1494), and included an enlargement of the site to the west, north and east. During the early 1950's the design and construction of the City-County Building, the Ford Auditorium and the convention-exhibition building known as Cobo Hall were approved. On October 18, 1955 (J.C.C., p. 2196) a revised design of the Civic Center Plaza was approved. In subsequent years the design and construction of the Consolidated Gas Company Building, the Pontchartrain Hotel and the Civic Center Dock were approved. On August 4, 1964 (J.C.C., p. 1762), Common Council adopted a revised design of the Civic Center Plaza incorporating an underground parking facility and an east-west roadway. On July 18, 1967 (J.C.C., p. 1746) the Civic Center Plan was amended to enlarge its boundaries. A later amendment adopted on May 23, 1972 (J.C.C., p. 1257-8) further enlarged the boundaries of the Civic Center plan to include the area along the Riverfront west of Cobo Hall.

402.0101 Objectives

The objectives of the City for the Civic Center include:

1. To encourage the provision of more convenient and efficient governmental service by bringing together at a central location the administrative offices of the city, county, state, and federal governments.
2. To provide a place for larger civic affairs in which many people can be brought together, by developing meeting halls of various sizes grouped around a central plaza.
3. To encourage new commercial, residential and recreation development that would more fully utilize and benefit from a riverfront location near the Civic Center and Downtown.
4. To provide public pedestrian and vehicular access to the Riverfront and to development adjoining the Civic Center so as to capture more fully the potential of the Detroit River as Detroit's most outstanding natural resource.
5. To provide a well designed central public place and grouping of public buildings symbolic of the social and political democracy of the city.

402.0102 Extent and Boundaries

The Civic Center site is located at the foot of Woodward Avenue on the Detroit River. It is generally bounded on the east by Brush, on the north by Congress and Fort Street, and by Twelfth Street on the west. It contains some 200 acres.

402.0103 Organization of the Area

The major governmental buildings in the Center are the City-County Building east of Woodward north of Jefferson, the Ford Auditorium and Veterans Memorial south of Jefferson, the Cobo Hall and Arena to the west of the Civic Center Plaza and a proposed federal office building west of Woodward north of Jefferson Avenue. The area west of Woodward, north of Jefferson, also contains the Michigan Consolidated Gas Company Tower and the Pontchartrain Hotel.

The Civic Center Plaza, a large landscaped plaza, is essentially a square for pedestrians. To serve this function, it must be kept free from automobile traffic. For this reason, streets

in the central plaza will be closed.

A proposed riverfront stadium, new commercial and residential development with a riverfront park are specified for the western portion of the Civic Center from Lodge Freeway extended to Twelfth Street.

A pedestrian walkway should be developed along the Riverfront, from Randolph to Twelfth Street, to link the Civic Center Plaza with the proposed Riverfront Park west of Cobo Hall, and to provide public access to the Riverfront throughout the Civic Center.

The section of Jefferson Avenue which passes through the eastern part of the Civic Center is the lower portion of the downtown freeway loop. It carries some through traffic and is a general point of access to the freeway system in addition to being a terminal point for traffic destined to the Center. Jefferson remains a surface street widened to a total width of 210 feet. Jefferson Avenue should be developed as a major thoroughfare with park drive treatment to Twelfth Street so as provide access to the western portion of the Civic Center.

Wayne Street renamed Washington Boulevard at the western end of the Civic Center provides a connecting link between Cobo Hall and Michigan Avenue. The street was widened from 50 to 80 feet between Michigan and Jefferson.

Randolph Street at the eastern end of the Civic Center provides access to the City-County Building and the Detroit Windsor Tunnel. Randolph has been widened to a 120 foot boulevard from the Tunnel entrance north to Congress.

402.0180 Other Policies Relating to the Civic Center

Refer to Chapter II, General Urban Policies; and Chapter III, Urban Systems Policies; for city-wide policies that also apply to the Civic Center. See Chapter IV, Urban Areas Policies; Section 401.0100 Riverfront General Development for related special area policy.

402.0190 The Map

For current information see the map in the City Plan Commission offices entitled Civic Center General Development - Detroit Master Plan and the Future General Land Use - Detroit Master Plan map included at the back of this document.

The map shows the general location and arrangement of buildings in the Civic Center including existing buildings, proposed buildings and sites of other possible public or private buildings.

402.0200 DETROIT MODEL NEIGHBORHOOD

BACKGROUND AND STATUS OF THE PLAN - The Detroit Model Neighborhood is an area of about nine square miles located in the central part of the city, and designated in 1967 as a participant in the federally financed Model Cities program. It is bounded on the north by the Penn Central Railroad and Hamtramck; on the east by Mt. Elliott; on the south by Jefferson to the Chrysler Freeway, Chrysler to Adams, Adams to Cass, Cass to Bagley, and Bagley to the Lodge Freeway; and on the west by the Lodge Freeway to Grand River, and Grand River to the Penn Central Railroad. The Model Cities program provides federal funds to assist in upgrading the total environment of the area, and to significantly improve the lives of residents. Specific projects to accomplish this are formulated by elected citizen representatives (Citizens Governing Board) and a staff agency (Model Neighborhood Agency) appointed by the city.

Master Plan policies for this area of Detroit were originally adopted as part of the Master Plan by the Common Council in the 1940's. Since then, many revisions have been adopted by the Common Council as amendments to the plan. In June 1971 the Detroit Model Neighborhood Citizens Governing Board, after formulating a proposed framework plan for the Model Neighborhood, requested (Petitions #3085 and #3979) that the Master Plan be amended to incorporate its proposals. Over 100 city, state, regional, and federal agencies were invited to review the proposals. Numerous meetings were held with Citizens Governing Board representatives, local community groups, representatives of public and private agencies, and local planning consultants. In addition, a series of public hearings were conducted by the City Plan Commission and by the Common Council. Model Neighborhood policies were adopted by the Common Council on March 7, 1972 (J.C.C. pp. 494-502).

402.0201 Regional Setting

The Model Neighborhood is located in the core area of the central city of a large region. In 1970 it contained over 104,000 residents and over 67,000 jobs. Tens of thousands of others use the services and facilities located within its boundaries. Its residents represent a cross-section of most racial and ethnic groups found in the region.

Historically, many important regional and city-wide activities have been performed here. Within its boundaries are major metropolitan service organizations; major medical, educational, and cultural institutions and services; major office concentra-

tions and industrial areas; and the focus of major transportation routes and services. The Model Neighborhood area serves as a gateway and first residence for many people coming to the City; students going to the university, colleges, and hospitals; visitors from other countries; and professionals working downtown, at the university, or the Medical Center.

It also serves as a collecting and marketing point for the products of its surrounding areas, and as a distributing center for goods from the outside. It contains incubator businesses and industries, providing new or experimental activities which takes advantage of older buildings and lower rents, and specialized business services available nearby. It contains a host of related services such as bookkeeping, accounting or auditing services which locate near major offices; surgical supply stores which locate near the Medical Center; book stores, music stores, and art stores which locate near the education and cultural institutions; and office supply stores which locate near office concentrations. In addition, the area provides services to unique needs of special population groups, such as housing for immigrant groups, trade and vocational schools for trainees, and convalescent and nursing care for the aged.

The Model Neighborhood is characterized by a wide variety of activities, many of which are located here because of:

1. Accessibility of the area to and from all parts of the region - for labor force goods, and services.
2. Historic development and growth in this area.
3. Economic linkages to some of the population groups or activities which tend to locate exclusively, or with greater frequency, in the central area of a region.

402.0202 Summary of General Goals and Objectives

Overall Goal

The overall goal for Model Neighborhood shall be to improve, for all citizens, the quality of life, the quality of the environment, and methods of changing the environment.

General Goals and Objectives

1. Conserve and rehabilitate most of the Model Neighborhood while using spot clearance and careful staging of

development to rebuild selected portions of the area. In each specific project area, no more than four blocks at a time should be cleared and rebuilt before proceeding with further clearance, unless specified by the local community in which the project occurs.

2. Existing relocation policies should be simplified, expedited, and made more equitable. This should be done through the better implementation of existing policies, and through the development and implementation of new policies in those areas where existing policies are not sufficient. Citizens relocated out of any area should be given first priority consideration in moving back into rebuilt or rehabilitated areas, at rents they can afford.
3. Increase the number of Model Neighborhood residents from approximately 104,000 in 1970 to a range of 120,000 - 135,000 by 1995.
4. Improve residential communities and neighborhoods at housing densities which will permit both an overall increase in population and an increase in the amount of local/community services such as education, recreation, shopping, and health services.
5. Increase the number of jobs in the Model Neighborhood area from about 67,000 in 1970 to about 90,000 in 1995, and encourage steps to make these jobs more accessible to Model Neighborhood residents.
6. Increase the number of jobs, products, and services by increasing such activities within selected existing centers and railroad corridors, and by the expansion of the areas of selected centers and corridors.
7. Revitalize major thoroughfare frontages and the northern part of the downtown area (Central Business District) by developing compatible mixtures of new and rehabilitated housing and commercial uses.
8. Develop pedestrian walkways and bicycle paths giving access to major activity centers and areas.
9. Develop parks, restaurants, and entertainment areas along the Detroit River adjacent to the Model Neighborhood between the Civic Center and Mt. Elliott.
10. Reduce the number of through-traffic streets so as to improve residential areas, and provide mass rapid transit along Woodward, Gratiot, Grand River, and along the east/west part of Grand Boulevard.

402.0203 Organization of Major Areas

Future development of the Model Neighborhood should reinforce the important regional and city-wide activities and services, but in a manner which also reinforces the area as a place to live, and provides for an overall increase in the number of residents to 120,000-135,000 people by 1995.

The highest concentration of residents and activities should be located in the highly accessible area Between the Lodge and Chrysler Freeways. Most of the housing in this area should be at a density of over 30 dwelling units per net acre so that many people can live near the high employment centers, the major transportation routes, and the services provided by the major businesses and institutions located here. Woodward Avenue, the freeways, Third Avenue north of Warren, Mack/Myrtle, and Warren should provide the major vehicular access to and through the area between the freeways, along with rapid transit lines along Woodward and Grand River. A system of secondary thoroughfares should supplement this, providing circulation within the communities and routes for bus transportation.

Between the two freeways, Major Institutional Centers such as Wayne State University, the Cultural Center, and the Medical Center should be strengthened. These major centers provide important services and a large number of jobs. Along Woodward Avenue and in the Cass Park Area, medium and high-rise apartments should provide new housing opportunities alongside or above compatibly developed commercial and institutional uses. These uses should be served directly by rapid transit lines along Woodward and Grand River.

In the area South of the New Center, bounded by the Penn Central Railroad, Cass, the Ford and Lodge Freeways (the area in which the Burroughs Corporation is located) major commercial development should be strengthened for jobs and products, but with opportunities for a compatible mixture of housing. The housing in this special commercial-residential development, particularly in the area south of Holden and Antoinette, should relate to the Burroughs employment complex and the Wayne State University educational complex.

In Downtown, the Detroit Edison complex in the Second Avenue area south of Grand River should be strengthened as a major job center with a substantial area of housing located immediately to the west. A substantial area of housing in the northeastern portion of the Downtown area should also be encouraged so as to permit more people to live closer to downtown.

Most of the residential areas West of the Lodge Freeway and East of the Chrysler Freeway should be conserved and rehabilitated at housing densities of between 21 and 30 dwelling units per net acre, the predominant overall densities existing in 1970. Major exceptions would be somewhat higher densities (above 30 dwelling units per acre) for the Jeffries Public Housing Project west of Lodge; for the area bounded by Mack, McDougall, Vernor, and St. Aubin which is adjacent to major transportation arteries, high employment centers, and was in need of substantial rehabilitation in 1970; portions of the Lafayette renewal area which were constructed with higher densities in the late 1960's; and along Grand River, Gratiot, and Jefferson where new apartments should be encouraged compatibly developed with commercial and institutional uses. The latter development should take advantage of the major thoroughfare accessibility, and rapid transit lines which should be constructed along Grand River and Gratiot and should help to revitalize these major frontages.

Adjacent to the Model Neighborhood between E. Jefferson and the Detroit River, from the Civic Center to Mt. Elliott, riverfront parks, restaurants and entertainment areas should be developed; new apartments and offices should especially be located in the western portion of the area. Pedestrian walkways and bicycle paths should provide additional accessibility to the riverfront and other activity areas.

402.0204 Community Services Criteria

Major Shopping areas to serve Model Neighborhood residents, and to make additional employment opportunities available, should be provided by:

1. Encouraging the further strengthening of downtown and the New Center area.
2. Developing community retail centers in the vicinity of Grand River/Myrtle and near Gratiot/Mack.
3. Further development of a system of local, or neighborhood, shopping nodes. The Chene-Ferry Market, an important facility for Model Neighborhood residents, should be improved and maintained.

To facilitate Educational Opportunities for residents, most public school sites should be enlarged. Besides providing more space for academic activities, this will improve neighborhood environments by providing for more off-street parking. The junior and senior high schools existing in 1970, improved to the site standards recommended in this plan, should be sufficient to serve the Model Neighborhood area with respect to those types of schools. Existing schools and other buildings should be used for community colleges.

Major community Recreation Facilities should be provided in the form of component playfields of 10 to 15 acres located at all junior and senior high schools, and at other locations where the number of residents requires additional facilities. In addition, a series of small parks should be located along the Riverfront, south of and connected to the Model Neighborhood area by pedestrian paths and bicycle paths, to more fully capture the Riverfront's recreation potential.

Industrial Activity, and job opportunities, should be enhanced by intensification of existing industrial areas along the major rail lines, and by expansion of industrial activity onto primarily vacant land in the area northwest of the Lodge-Ford interchange, in the vicinity of the Grand Trunk Railroad north of Warren, and by the expansion of the Eastern Market Wholesale Food Distribution Center between Mack, St. Aubin, Gratiot, and Chrysler Freeway. The latter center should continue to provide major wholesale food services for major institutions, business, and restaurants, as well as for independent food stores. Where industrial and residential areas abut, the industrial uses should be a type compatible with adjacent residential development.

Fire Protection should be improved for the area immediately east of Beaubien and North of Canfield.

Major Circulation should be provided by a system of freeways, thoroughfares, rapid transit, buses, pedestrian walkways and bicycle paths. Freeways and thoroughfares should channelize through-traffic off local streets, thereby helping to improve local environments. Major thoroughfares should generally be spaced from one-half to one mile apart, and avoid splitting homogeneous communities. Secondary thoroughfares should serve primarily to circulate traffic within or between communities, including bus transportation. They should provide accessibility to major community activity centers not served by major thoroughfares.

Rapid Transit should be provided along Grand River, Woodward, Gratiot, and the east-west portion of Grand Boulevard where the highest concentration of activities, including much housing, will be located. Areas around transit stations should be considered particularly suitable for high levels of activity. The rapid transit system should be integrated with a regional system and should be supplemented by improved bus transportation throughout the Model Neighborhood.

Major north-south and east-west Pedestrian Walkways and Bicycle Paths should be developed across the Model Neighborhood to connect major recreation areas and activity nodes, and to provide pleasant outdoor walking or bicycling experiences.

402.0205 Community Services Facility Standards

To increase the amount of local and community services to levels which will adequately serve the residents of the Model Neighborhood, facilities should be improved to the minimum standards indicated below:

<u>FACILITIES</u>	<u>STANDARDS</u>
EDUCATION	
1. Elementary School	2.7 Acres
2. Junior High School	7.8 Acres
3. Senior High School	15.0 Acres
RECREATION	
1. Elementary School Playfield	2.7 Acres
2. Junior High School Playfield	7.8 Acres
3. Senior High School Playfield	10.0-15.0 Acres
4. Component Playfield	1.5 Acres Per Thousand Residents
5. Playground	10-15 Acres Per Facility 1.0 Acre Per Thousand Residents
SHOPPING CENTERS	
1. Community Retail Center (Convenience Center)	Two centers of about 20 acres each, containing about 30 stores, to serve 60,000 residents
2. Neighborhood Retail Center (Convenience Center)	Four centers of about 8 acres each, containing about 15 stores, to serve 20,000 residents
3. Local Service Center	Supermarkets and local service nodes to serve 5,000 residents
INSTITUTIONAL	
1. Local Institutional Facilities (e.g. churches, Public Service Offices, Police and Fire Stations, etc.)	1.5 acres per thousand residents

402.0280 Other Policies Relating to the Model Neighborhood

Refer to Chapter II, General Urban Policies; and Chapter III, Urban Systems Policies for city-wide policy that also applies to the Model Neighborhood Area. See Chapter IV, Urban Areas Policies; specifically the sections on the Detroit Riverfront, Detroit Cultural Center, Detroit Medical Center, Detroit Research Park, Eastern Market Wholesale Distribution Center and Detroit New Center for related special area policy.

402.0290 The Map

The Model Neighborhood area is shown on the map entitled Future General Land Use - Detroit Master Plan, inserted at the back of this document. It is the area generally bounded by the Penn Central Railroad and Hamtramck on the north, Mt. Elliott on the east, Jefferson/Chrysler Freeway/Adams/Bagley on the south, and Lodge Freeway/Grand River on the west.

402.0300 DETROIT CULTURAL CENTER

STATUS - As the expansion program for Wayne State University and the cultural institutions in Detroit's Cultural Center began to take shape, considerable civic interest was expressed in the importance of integrating the various plans so that a finer architectural relationship of the whole group could be achieved. In 1944, the City Plan Commission retained Buford Pickens as an architectural consultant to recommend a desirable general design and treatment for both public and private buildings proposed within the area. The General Plan as recommended by the consultant incorporated a site plan for Wayne State University developed by Suren Pilafian, Architect. This plan with modifications was subsequently adopted by the Common Council as the Cultural Center General Plan on September 7, 1948 (J.C.C., p. 2420).

Since 1948 the plan has been expanded and amended. Evolution of the Cultural Center General Plan involved collaboration of the City Plan Commission, the Department of Parks and Recreation, Wayne State University, Board of Education, Library Commission, Historical Commission, Arts Commission, Zoological Commission, Department of Streets and Traffic, Department of Public Works, and the Community Cultural Center Committee. Evolution of the plan has also involved consultation with Police Department, Fire Department, Department of Buildings and Safety Engineering, Municipal Parking Authority, Housing Commission, Department of Street Railways, Water Commission, Public Lighting Commission, Corporation Counsel, Mayor's Committee for Industrial and Commercial Development, University of Michigan, Detroit Astronomical Society, and Detroit Chapter of American Institute of Architects. A major revision was adopted by the Common Council on June 18, 1968 (J.C.C., pp. 1270-1271).

In December 1970 the Art Center Citizens Development Corporation, a community organization representing the area bounded by Ford, Chrysler, Warren, and Woodward requested (Petition #2068) that the Master Plan be amended to reflect the objectives of their neighborhood plan. After study and consultations with affected community, the Mayor's Committee for Community Cultural Center and affected public agencies, and a public hearing in March 1971, residential amendments were adopted by the Common Council on March 30, 1971 (J.C.C., pp. 641-43). These amendments aimed at providing a neighborhood for 6,000 to 8,000 people in the area with all supporting facilities and services. Subsequently, as part of the proposals by the Detroit Model Neighborhood Citizen's Governing Board amendments on special residential-commercial areas, pedestrian walkways and mass rapid transit were adopted by the Common Council on March 7, 1972 (J.C.C. p. 494-502).

402.0301 Objectives

In its Public Library, Institute of Arts, Historical Museum, International Institute, Rackham Memorial Building and Wayne State University, Detroit has the nucleus of a center to nurture the cultural life of the entire city. These are growing institutions, some with buildings under construction and others with plans for expansion.

In addition, there are a number of cultural organizations in Detroit which have less advanced plans for museums or related institutions. These include a Hall of Man, a Museum of Natural History and a Planetarium. The Cultural Center Plan has potential sites of a suitable size and location for all of these institutions. When these institutions are added, the Cultural Center will provide an even greater range of educational, cultural, and social activities in which the residents of the city and region may take part.

The Cultural Center Plan is directed toward the enrichment of educational and cultural life through three principal objectives:

1. To encourage the grouping of further museums, scientific and cultural institutions in the vicinity of the existing institutional group.
2. To create through skillful arrangement of buildings, harmony of design, judicious street closings and provision of off-street parking, an appropriate physical setting for the educational and cultural activities of the center.
3. To encourage the improvement of residential areas adjoining the institutional group with the aim of strengthening the vitality of the total center.

402.0302 Extent and Ownership

The Cultural Center area lies on both sides of Woodward Avenue bounded by the Lodge Freeway on the west and the Chrysler Freeway on the east. It is bounded by the Ford Freeway on the north, east of Woodward and generally by York Street west of Woodward. It extends south to Prentiss on the west of Cass and south to Warren on the east of Cass. The area covers some 400 acres.

It is the development policy of the City that land in public institutional areas and park areas be held in City ownership except in the case of the Public Library in order that the City have final approval over design, construction and operation of uses on city-owned lands in the Community Cultural

Center district. Under state laws all properties under control of the Library Commission are owned by that Commission.

402.0303 Organization of the Area

The long range general plan shows three major functional areas of the Cultural Center; namely: an institutional core, the Wayne State University Academic Campus, and adjoining residential and commercial uses.

The Institutional Core is generally within the area bounded by Palmer, Brush, Warren and Cass. The uses consist of public institutional use, general institutional and related non-institutional use, and cultural center park. The public institutional use includes the existing Public Library, Historical Museum, Institute of Arts and Public School Center with potential sites for a Natural History Museum, Planetarium, Children's Museum, Science and Technology Museum, Music Arts Center and Theatre Arts Center. The general institutional and related non-institutional area includes the existing Rackham Memorial Building, Merrill-Palmer Institute, International Institute, Detroit Conservatory of Music, and Society of Arts and Crafts School with potential sites for similar types of facilities. Residential uses are also included in the general institutional and related non-institutional area and specifically indicated along Woodward Avenue north from Kirby in a special residential-commercial use area. The proposed Cultural Center Park would provide for natural history outdoor area, sculpture courts, formal gardens fountains, amphitheater and pools.

Wayne State University Academic Campus is to the west of the institutional core and is generally bounded by Cass, Forest, Lodge Freeway and north of the Ford Freeway by York Street.

Adjoining residential and commercial uses are to the north and east of the Institutional Core. Along Woodward Avenue to the north between Cass and John R compatible mixtures of new and rehabilitated residential-commercial uses should be encouraged. To the east, conservation of existing viable residential uses as well as new compatible housing should be encouraged aiming at an overall medium density residential area.

402.0304 Circulation

The circulation needs for pedestrians and automobile traffic present conflicting requirements. A desirable treatment for

future development involves the provision of relatively large pedestrian malls or squares which will be free of automobile traffic. The Cultural Center is unfortunately crossed by a network of streets which carry through traffic. The plan recommends closing of a number of these streets for greater safety and convenience of pedestrian movement within the center. Major north-south pedestrian walkways and bicycle paths should be developed along the Second Avenue and Brush Street rights-of-way to connect the Center to other major activity nodes and to provide pleasant outdoor walking or bicycling experiences.

Rapid transit integrated with a regional system should be provided along Woodward Avenue where the focus of activities is located. Areas around transit stations should be considered particularly suitable for high levels of activity.

402.0380 Other Policies Relating to the Cultural Center

Refer to Chapter II, General Urban Policies; and Chapter III Urban Systems Policies; for city-wide policies that also apply to the Cultural Center. See Chapter IV, Urban Areas Policies; Section 402.0200 Detroit Model Neighborhood for related special area policy.

402.0390 The Map

For current information see the map in the City Plan Commission offices entitled Community Cultural Center Long Range General Plan. The map shows future general use areas and the future major trafficway pattern. The Cultural Center is shown generally in the area bounded by the Ford, Chrysler, Warren/Forest and Lodge on the map entitled Future General Land Use - Detroit Master Plan inserted at the back of this document.

402.0400 DETROIT MEDICAL CENTER

STATUS - The City Plan Commission, the Detroit Housing Commission and the Detroit Medical Center Development Corporation have cooperated in planning for the Detroit Medical Center. A small part of the medical center complex was shown as an institutional use on the Generalized Land Use Plan when it was adopted on March 3, 1948 (J.C.C., p. 499). During the 1950's a large number of people, especially hospitals and the Wayne State University Medical School, became concerned about the development of a medical center complex which could serve as a metropolitan center for research and teaching, and as a local medical service center.

On August 20, 1957, the city initiated intensive planning for the Medical Center (J.C.C., p. 1800). Subsequently, the city has expanded and developed the Medical Center through a series of urban renewal plans, including the Medical Center General Neighborhood Renewal Plan which was adopted by the Common Council on September 25, 1959 (J.C.C., p. 1944).

In 1971 the major institutions located in the Medical Center Area reviewed their future land needs so they could respond to the Model Neighborhood Citizens Governing Board request to amend the Master Plan. Following this review, the Detroit Medical Center Corporation and Wayne State University informed the Common Council that about 15 additional acres of land would be required in the Medical Center area to accommodate the Wayne State University Medical School and related institutional uses. The amount and location of this land will be determined at a future date, with the involvement of the community when the expansion needs of the medical school are formulated in greater detail. Subsequently, as part of the proposals by the Detroit Model Neighborhood Citizens Governing Board amendments on special residential-commercial areas, major pedestrian walkways, bicycle paths and mass transit were adopted by Common Council on March 7, 1972 (J.C.C.- p. 494-502).

402.0401 Extent and Boundaries

The Detroit Medical Center is located along the east side of Woodward Avenue just South of the Cultural Center Area. It is bounded by Warren Avenue on the north, Chrysler Freeway on the east, Mack Avenue on the south, and Woodward Avenue on the west. The area covers some 250 acres.

402.0402 Organization of the Area

The Medical Center contains a 100 acre institutional core which should be developed with medical uses such as hospitals, clinics, research institutes and medical school facilities. Residential uses should be adjacent to the institutional core and serve those persons who work within the core and elderly persons. Commercial uses such as medically related offices and incidental businesses should be adjacent to the institutional core on the Woodward Avenue side. Compatible mixtures of new and rehabilitable residential-commercial uses should be encouraged along Woodward Avenue aimed at revitalizing Detroit's major radial avenue as well as providing vehicular and pedestrian gateways to the Medical Center.

The central institutional complex containing the common outpatient facility and the medical school, should be the functional and visual center for the medical core. It should have the highest density in the project area. There should be sufficient open space for circulation and landscaping in order to create a campus-like atmosphere and maintain continuity of public walkways.

402.0403 Circulation

The institutions and commercial facilities should be functionally related to one another and located in a highly integrated manner. A loop road system should surround the hospitals and medical campus. Parking in structures should be immediately accessible to the loop road. The interior of the complex should be a pedestrian campus-like area with public walkways leading between the buildings. A major north-south pedestrian walkway and bicycle path should be developed along the Brush Street right-of-way to connect the Center to other major activity nodes and to provide pleasant outdoor walking or bicycling experiences.

Rapid transit integrated with a regional system should be provided along Woodward Avenue where accessibility is convenient. Areas around transit stations should be considered particularly suitable for a high level of activity.

402.0404 Quality and Form

The buildings on the medical institutional parcels should be of a height and bulk which is dominant over the surrounding

areas. Thus, the medical core should be visually prominent from all parts of the Woodward Corridor. The treatment of open spaces should be linear in quality so as to maintain the continuity of the Central Pedestrian Walkway from Mack Avenue to the Cultural Center. In addition, smaller, more enclosed courts should be provided for the use of and to give identity to, the separate institutions and the medical campus. Landscaping, signs, utility standards, and other street furniture should be consistent and complementary to provide unifying elements in the medical core.

The residential area south of Warren should have buildings which are low enough so as not to be predominant over the adjacent medical center core.

The park in the heart of the medical institutional area should form a landscaped open space for the use of patients, visitors, and other hospital personnel, as well as the students of the campus. It should become a link in the system of public walkways uniting the centers to the north and south. It should also become an attractive setting for the hospitals and other medical facilities.

402.0480 Other Policies Relating to the Medical Center

Refer to Chapter II, General Urban Policies; and Chapter III, Urban Systems Policies; for city-wide policies that also apply to the Medical Center. See Chapter IV, Urban Areas Policies; Section 402.0200 Detroit Model Neighborhood for related special area policy.

402.0490 The Map

The Medical Center is shown generally in the area bounded by Warren, Chrysler, Mack and Woodward on the map entitled Future General Land Use - Detroit Master Plan which is inserted at the back of this document.

402.0500 DETROIT RESEARCH PARK

STATUS - The Mayor's Committee for Industrial and Commercial Development, Wayne State University, the Detroit Housing Commission and the City Plan Commission were involved in the original planning for Research Park.

The effort to develop a Research Park began with a proposal by the Mayor in 1963 for the development of a research center. In 1963, a Land Use and Marketability Study was completed and resulted in the adoption by the Common Council of a urban renewal development plan for the project on April 7, 1963 (J.C.C., p. 1098). A modified development plan for the project was adopted on January 12, 1965 (J.C.C., p. 42) and land acquisition was initiated.

In 1969 the President of Wayne State University reported to the faculty that residential and other uses should be considered for Research Park. During 1970-1971, the Detroit University City "A" Citizens District Council representing citizen participation for the project and the Model Neighborhood Citizens Governing Board, requested that the Detroit Master Plan be amended to provide for residential reuse of the vacant property in the project area. On February 15, 1972 (J.C.C., p. 269-71) following review by affected city departments and agencies, the Common Council amended the policy for the area so as to permit residential uses and supportive services, as an alternate to industrial development.

402.0501 Objectives

Research Park West is located between the Penn Central Railroad and the Edsel Ford-John Lodge Freeway interchange.

The purpose of Research Park is to strengthen Detroit's economy by broadening its industrial base and stimulating industrial and economic development.

The objectives of the city for the Research Park area include the following alternate use:

1. To provide a new residential neighborhood which includes approximately 800 families and a full range of local residentially supportive services.
2. To preserve and rehabilitate as many as are economically feasible of the 20 existing houses on Hobart Street as a "symbol of citizen determination."

3. To provide opportunities for the expansion of sites for existing industries and provide adequate off-street parking and loading and thus to preserve and strengthen employment, and services currently in the area.
4. To improve all means of circulation to, from and within the area: pedestrian, vehicular and public transit.
5. Encourage coordinated and unified development of good quality creating a viable, self-regenerating, and humane local environment for people of a wide range of income levels.

402.0502 Criteria

In order to accomplish the above objectives, the property which comes into city ownership at any time should be given a planned development district classification in the Detroit Zoning Ordinance. The Research Park West Urban Renewal Project Development Plan controls should be amended as soon as feasible to include specific, quantifiable or measurable performance criteria on at least the following performance factors: school service, shopping service, social, recreation and cultural service, pedestrian circulation, vehicular circulation, view from dwelling units, noise, vibration, fumes, gases, odors, glare, heat, fire and explosion hazards, particulate matter, income mix, life cycle mix, family size mix, private outdoor space, treatment of open space, visual buffering from obnoxious aspects of surroundings, management, waste disposal. The Detroit Housing Commission, Detroit City Plan Commission and other city experts in performance measures, shall be consulted in the formulation of the measures of performance criteria.

402.0580 Other Policies Relating to Research Park

Refer to Chapter II, General Urban Policies; and Chapter III, Urban Systems Policies; for city-wide policies that also apply to Research Park. See Chapter IV, Urban Areas Policies; Section 402.0200 Detroit Model Neighborhood for related special area policy.

402.0590 The Map

Research Park is the area northwest of the Edsel Ford-John Lodge Freeway interchange shown on the map entitled Future General Land Use - Detroit Master Plan inserted at the back of this document.

402.0600 EASTERN MARKET WHOLESALE DISTRIBUTION CENTER

STATUS - The Mayor's Committee for Industrial and Commercial Development, the United States Department of Agriculture, Michigan State University, representatives of the food industry, the Bureau of Markets, the Detroit Housing Commission, and City Plan Commission have cooperated in the planning of the Wholesale Distribution Center. The Wholesale Distribution Center was shown as a light industrial area on the Generalized Land Use Plan when it was adopted on March 3, 1948 (J.C.C., p. 499).

Between 1957 and 1962 the U.S. Department of Agriculture, in cooperation with local action committees and city departments, conducted studies, resulting in a recommendation to Common Council that the Eastern Market area be designated the location for the Wholesale Distribution Center.

On May 18, 1965 (J.C.C., p. 1158) the Common Council adopted boundaries for a Wholesale Distribution Center of 210 acres at the Eastern Market site which were subsequently amended on April 14, 1970 (J.C.C., p. 874). During this time the City has initiated urban renewal planning and the Common Council adopted development plans for Project No. 1 on April 14, 1964 (J.C.C., p. 809) and Project No. 2 on May 5, 1966 (J.C.C., p. 1292). Relocation of residents and businesses was completed in 1970. In 1971-72, as part of the planning for the Model Neighborhood area, the boundaries of the Center were again amended by action of the Common Council on March 7, 1972 (J.C.C. pp. 494-502).

402.0601 Objectives

The City's particular objectives for the Wholesale Distribution Center to be developed around the existing Eastern Market include:

1. To provide for construction of a modern wholesale center for food distribution and processing together with appropriate supporting services.
2. To increase the quality of food and lower costs to consumers.
3. To restore a proper balance of taxable value of real property and the costs of municipal services.
4. To promote more competitive marketing of food commodities.

5. To provide for more flexible transportation and handling of food commodities.
6. To utilize U.S. Department of Agriculture standards for site layout and structural design.

402.0602 Extent and Boundaries

The Wholesale Distribution Center consists of approximately 160 net acres designated for food distribution and processing and approximately 25 net acres designated for public service facilities totaling some 185 net acres. The boundaries of the Wholesale Distribution Center are Mack on the north, St. Aubin on the east, Gratiot on the south, and the Chrysler Freeway on the west.

402.0680 Other Policies Relating to the Wholesale Distribution Center

Refer to Chapter II, General Urban Policies; and Chapter III, Urban Systems Policies; for city-wide policies that also apply to the Wholesale Distribution Center. See Chapter IV, Urban Areas Policies; Section 402.0200 Detroit Model Neighborhood for related special area policy.

402.0690 The Map

The Wholesale Distribution Center is shown on the map entitled Future General Land Use - Detroit Master Plan inserted at the back of this document. It is the light industrial area bounded generally by Mack, St. Aubin, Gratiot, and the Chrysler Freeway.

402.0700 DETROIT NEW CENTER

STATUS - A period of economic growth in the 1920's in Detroit led to the construction of several major office buildings near the intersection of Woodward and Grand Boulevard. In time, the advantages of this location became recognized and additional development occurred in the area. In recent years the result was a regional employment center of over 30,000 workers, and about 8,000 residents, with a distinct identity of its own.

The generalized land use portion of the Detroit Master Plan, as adopted by the Common Council in March 1948, recognized the New Center as an expanding employment center second in importance only to Downtown Detroit. The area has exceeded the boundaries defined in 1948, to the extent that earlier planning for the area has been reexamined. The New Center Area Action Council, the Model Neighborhood Citizens Governing Board, and the City Plan Commission have cooperated in this reexamination. Other affected city and regional agencies have assisted in the formulation of the proposals for the New Center. This major revision was adopted by Common Council on March 14, 1972, (J.C.C., pp. 559-564).

402.0701 Objectives

The objectives of the city for the New Center include:

1. To make the New Center and its surroundings a twenty-four hour multi-activity community and more attractive and efficient environment for living, working, and shopping, with an identity of its own.
2. To preserve and strengthen the New Center as a major office employment center, and to increase employment to 40,000 jobs by 1980.
3. To develop compatible mixtures of residential and commercial development in the New Center, with the aim of increasing the resident population to 12,000 - 18,000 people by 1980.
4. To conserve and improve the surrounding residential areas by providing opportunities for a wide range of housing types with all supporting residential services, for people of all income levels.
5. To improve all means of circulation in the area, pedestrian, vehicular and public transit.

6. To encourage coordinated and unified development of good design quality throughout the New Center.
7. To relate the New Center to the Model Neighborhood Area, Wayne State University, the Detroit Medical Center, the Cultural Center, and all the adjoining neighborhoods, so they reinforce and complement each other.

402.0702 Extent and Boundaries

The New Center is located at the intersection of Woodward and Grand Boulevard, about three miles north of Downtown Detroit. Wayne State University and the Detroit Cultural Center are located just to the south.

The New Center is generally bounded by Seward on the north, John R on the east, the Ford Freeway on the south, and the Lodge Freeway, Poe and Holden on the west, which includes some 500 acres.

In addition to the freeways bounding the area, a third freeway, the Chrysler, a commuter railroad, and three major thoroughfares serve the New Center. Accessibility to the city and region is excellent.

402.0703 Organization of Uses

The New Center includes three major functional groupings: The Primary Core, the Secondary Core, and the Approaches.

1. THE PRIMARY CORE - Bounded by Pallister, John R, the Penn Central Railroad, and the Lodge Freeway is designated for major commercial use. Typical types of establishments that should locate here are major corporation offices, general office uses related to these corporations, retail stores, and professional, educational and personal services. A comparison shopping center should be located near the intersection of Woodward and the Boulevard, to serve both the New Center workforce, and residents of the surrounding area. Since the density of development should be quite intense, high rise office buildings and parking structures should be encouraged. The development of high rise apartments should also be encouraged in the Primary Core, in order to provide a resident population that will support and complement the commercial activities, and increase the vitality of the area.

2. THE SECONDARY CORE - Bounded by the Penn Central Railroad, Cass, the Ford Freeway, and the Lodge Freeway is designated for special commercial-residential use. The area should retain a workplace focus, consisting of a major office headquarters complex, with supporting office and service activities and medium and high rise apartments. The housing in the Secondary Core, particularly in the area south of Holden and Antoinette, should relate to the Burroughs employment complex and the Wayne State University educational complex. It is desirable to have at least 20% of the floor area in residential use.
3. THE APPROACHES - Woodward Avenue and Grand Boulevard serve as major vehicular approaches to the New Center cores. Development along both of these streets should be of a type and quality that complements a major employment center.

The frontage along Woodward and Grand Boulevard, leading into the Primary Core, is designated for special residential-commercial use. It should be developed with a mixture of medium and high rise apartments and compatible low intensity commercial uses, in order to provide housing for those who work in the New Center, and to accommodate those compatible general commercial uses that require proximity to a major employment center. The residential development can benefit from and support the Mass Transit System available to serve the area.

The New Center is linked to surrounding communities by the residential uses designated in the approaches and along the edges of the area. These residential linkages should be encouraged in order to reinforce the twenty-four hour activity pattern. Improved linkages to Wayne State University and the Cultural Center should be encouraged.

402.0704 Circulation and Transportation

The New Center area has the excellent accessibility required for a major employment center that draws its workers from throughout the city and the region and includes activities of regional and national significance. Still, improvements in circulation and accessibility are required, to aid the continued growth of the area, and to make it a more attractive environment for all activities.

The General Circulation Policies are:

1. Mass transit service should be provided, along Woodward and Grand Boulevard, to complement the major thoroughfares and freeways now serving the area, and to provide an alternative to the use of the private car. Bus service should also be improved on other important streets in the area.
2. An inner and outer loop street system should be developed to separate through and local traffic and to provide local traffic access to the two core areas. The inner loop should serve the Primary Core, and the outer loop should serve both the Primary and Secondary cores. The loop street system should utilize major and secondary thoroughfares and local collector streets and should provide access to the system of parking facilities serving the core areas.

The inner loop serving the Primary Core should be located in the vicinity of Pallister-Clay, John R, Baltimore and Third. The outer loop, serving both the Primary and Secondary cores, should be located in the vicinity of Pallister-Clay, John R, Antoinette, Holden, and local collector streets in the vicinity of Ford Hospital.

3. Pedestrian circulation should be improved throughout the New Center. The development of the loop street system, and the separation of through and local traffic will define larger development units relatively free of local, interior vehicular traffic. This opportunity should be used to develop a system of pedestrian walkways within these development units.

402.0705 Quality and Form

The economic role of the New Center should be reinforced by policies to preserve and improve its visual quality and form, and strengthen its identity as a strong northern terminus of the Woodward corridor.

The Primary Core includes several major landmark buildings, such as the Fisher, New Center, and General Motors buildings. Future development should relate to and complement these landmark buildings, and should be located to preserve significant views of them from the major approaches to the New Center. The Secondary Core, focused on the Burroughs headquarters complex, should include less intense development than the Primary Core. The predominant visual focus of the Primary Core should be preserved.

The visual quality of the New Center should be further enhanced through the use of carefully designed landscaping, street furniture, and signs.

402.0706 Change

Change in the New Center should be guided by the foregoing and related policies in the Detroit Master Plan and by the Detroit Zoning Ordinance, which regulates the use of specific parcels of land. Amendments to the Zoning Ordinance should be consistent with these policies.

Where change involves the improvement of an area by development of structures which are different from the existing structures, the existing development should be protected and new development should be made compatible. Transition in any area from one general use to another should be carefully staged and carried out in a manner which protects the rights of all affected parties.

402.0780 Other Policies Relating to the New Center

Refer to Chapter II, General Urban Policies, and Chapter III, Urban Systems Policies, for city-wide policies that apply in the New Center, and to Chapter IV; Urban Areas Policies; Section 402.0200 Detroit Model Neighborhood for related special area policy.

402.0790 The Map

The New Center is shown on the map entitled Future General Land Use - Detroit Master Plan, inserted at the back of this document. It is the area generally bounded by Seward, John R, the Ford Freeway, and the Lodge Freeway, Poe and Holden.

402.0800 WEST RIVERFRONT GATEWAY

402.0800 STATUS - This near westside area to downtown Detroit has been a gateway for people and goods since the early days of the city. Its history includes the first lineal French farms with frontage on the river; the laying of major post roads, today's Michigan Avenue and Fort Street to Chicago and New York; the development of Corktown, a reception neighborhood for the first Irish, later for Chicanos and Maltese; the relocation from downtown of Ste. Anne's Parish, founded with the city in 1701; the coming of the railroads and the construction of the Michigan Central and Fort Street terminals; the opening of the Ambassador Bridge to Canada in 1929; the development of Detroit's major sports stadium. A center for local and out-of-town visitors; the region's main post office for incoming and outgoing mail; and lastly, the completion of the freeways which surround and give highspeed access to this gateway area.

In 1970, 6,000 people resided in the area, over 20,000 people worked here, and over 4 million cars and trucks crossed the bridge entering and leaving the United States.

The generalized land use portion of the Detroit Master Plan as adopted by the Common Council in March 1948 (J.C.C., P. 499) designated the area for light and heavy industry, and as one of three motor freight terminal areas in the city. In the 1950's and 1960's the city initiated urban renewal projects in the area and the Common Council adopted development plans for Westside Project No. 1 in July 1957, (J.C.C., P. 1487) and Project No. 2 in April, 1964, (J.C.C., P. 895).

In 1970 the Community-On-The-Move petitioned the city proposing amendments to the Master Plan east of Fourteenth Street resulting in designation of Michigan Avenue-Corktown as a special residential-commercial area, adopted by Common Council on January 19, 1971 (J.C.C., P. 58). In 1971 re-examination of the Master Plan policy for the portion of the gateway area west of Fourteenth was initiated in response to a petition of the Hubbard-Richard Community Council. The Detroit Housing Commission, Community Development Commission, Department of Streets and Traffic, the City Plan Commission, and other affected city and regional agencies have been involved in the formulation of proposals for the area.

The Mayor and Common Council adopted the following revised policies for the West Riverfront Gateway area on May 7, 1974, (J.C.C., pp. 1041-1049).

402.0801 Extent and Boundaries

The West Riverfront Gateway is directly west of downtown Detroit stretching some two miles along the Detroit River to the foot of West Grand Boulevard. It is at the intersection of three major freeways, three mainline railroads, and the Ambassador Bridge to Canada.

The West Riverfront Gateway is generally bounded by the Fisher Freeway on the north, the Lodge Freeway on the east, the Detroit River on the south, and the Fisher Freeway on the west, which includes over 1,000 acres. In addition, the Jeffries Freeway originates on the area's western edge. On the western and northern edges, the area is linked to surrounding communities by neighborhoods which extend across the freeways. On the eastern edge, the area is linked to downtown by the developing special commercial center, and on the southern edge it is linked to Canada by the bridge and rail ferry and potentially to other countries by port and seaway possibilities which are adjacent to the area along the Riverfront.

402.0802 Objectives

The objectives of city for the West Riverfront Gateway include:

1. Evolve a multi-ethnic gateway community as one of the city's major reception areas for people and goods.
2. Provide opportunities for utilizing the unique human resources in area (the ethnic neighborhoods, the transportation and distribution organizations, the sports enterprises, religious institutions, and unions) to the fullest extent.
3. Utilize the city's greatest natural resource, the Detroit River, in creative balance with the area's unique man-made development (the interchange of freeways, bridge, rail and water and the historic districts of Ste. Anne and Corktown) by developing the over 100 acres of vacant land into a wide range of housing types, a hospital, sport facilities, distribution industry facilities, an expanded park, and related shops, stores, and restaurants and provide improved vehicular, pedestrian and bicycle access.
4. Comprehensively tap local, state, and Federal programs applicable to the area, and inter-relate government efforts so that residential, commercial, and industrial development will evolve in a just, compatible and reinforcing manner.
5. Regenerate the Riverfront and two unique neighborhoods - Hubbard-Richard community, and Community-On-The-Move - which

link the West Riverfront Gateway to the surrounding communities by interrelating their local plans and programs with Westside No. 1 and No. 2 urban renewal plans and the lands along the Detroit River so that the relationships are positive and complementary.

6. Encourage the establishment of an area-wide development organization representing residents and businesses so as to insure local responsibility and initiative.
7. Create opportunities for economic development and jobs by developing commercial facilities to serve tourists, conventioners, and sport spectators, additional light industry and additional distribution facilities to handle goods arriving via the bridge and port.
8. Relate the West Riverfront Gateway to the surrounding neighborhoods, downtown and the region so they reinforce and complement each other.
9. Encourage fair and equitable urban change aimed at a balanced community: A balance of people, a balance of homes, jobs, and services, and a balance of man-made and natural environments.
10. In the case of the planning and implementation of any action project, capital improvement, or other city actions that might affect the well-being of the community, the city commits itself to full involvement, communication, and participation of community representatives in these decisions.
11. Develop the community in such a way that the relationships between all activities, especially homes and industry is positive, for example, by landscaped buffering and gradation of uses so that adjacent activities have similar performance characteristics.

402.0804 Change

Change in the West Riverfront Gateway should be guided by the foregoing and related policies in the Detroit Master Plan and by the Detroit Zoning Ordinance, which regulates the use of specific parcels of land. Amendments to the Zoning Ordinance should be consistent with these policies.

402.0880 Other Policies Relating to the West Riverfront Gateway

Refer to Chapter II, General Policies, and Chapter III, Policies for Urban Systems, for city wide policy that applies also to the West Riverfront Gateway.

402.0890 The Map Indicates The Proposed Organization of Uses

Proposed uses for areas within the West Riverfront Gateway are shown on the map entitled Future General Land Use, inserted at the back of this document. It is the area generally bounded by Fisher Freeway on the north, Lodge Freeway on the east, Detroit River on the South and the Fisher Freeway on the west.

402.0895 Action Plan Proposals (for the Hubbard-Richard portion of the West Riverfront Gateway)

As a further indication of the City of Detroit commitment to implement the new Master Plan policies for the Hubbard-Richard Area (described above), the Mayor and Common Council request the following actions be taken; The City of Detroit, in conjunction with the HRCC residents and businessmen, shall form a neighborhood planning council, generally following the outline of procedures in City Ordinance 622G, for the purpose of planning local public improvement projects, for the prevention of blight within the area, to assist the carrying out of plans for local improvements, and generally for the protection of the health, safety, morals, and general welfare of the neighborhood and municipality. Act 208 of 1949, The Neighborhood Betterment Act, shall be utilized as far as practical in accomplishing the purposes outlined in the new Master Plan policies for the area. The neighborhood planning council, in conjunction with the City Plan Commission and Community Development Commission, in co-operation with the following named agencies and/or their successors, shall develop detailed proposals to accomplish at least the following steps within the next 12 months.

1. The City Plan Commission (CPC), and the Community Development Commission (CDC), (DPW) Department of Public Works, (BSE) Building and Safety Engineering prepare a program to correct the "environmental deficiencies" and promote revitalization of the area; for example,
 - a. Acquire most detrimental non-conforming uses.
 - b. Screen objectionable uses, including heavy truck uses.
 - c. Remove dangerous or abandoned structures.
 - d. Repair streets and curbs in the area.
 - e. Prepare a detailed land use plan.
 - f. Provide street and alley maintenance, environmental enforcement, rodent control, and clean up vacant lots and city owned property.
2. The CDC prepare amendments to the West Side #2 urban renewal plan to aid in implementing the new Master Plan policies for the HRCC area; for example,

- a. Modify the Plan objectives and appropriate maps to limit Bagley, west of 14th, 16th Street and Lafayette west of 14th to local traffic and prohibit large-scale through truck traffic.
 - b. Buffer West Side #2 industry from adjoining residential.
 - c. Develop pedestrian walkway/bicycle path along 16th Street.
 - d. Develop Lafayette for local traffic only west of 16th Street.
 - e. Adjust the Plan Objectives and parcelization to accommodate industrial uses such as those which should be removed from the area west of 16th Street.
 - f. Modify the permitted uses and zoning to conform to the proposed Light Industrial MP classification.
3. The CDC contact developers and encourage residential development and rehabilitation where feasible; for example,
 - a. Encourage construction of new housing on vacant land.
 - b. Attempt to establish rehab. loan and grant program with local banks and others.
 - c. Pursue the establishment of a housing development promotion program.
4. The CPC and the CDC work with the Wayne County Port Commission, the Wayne County Industrial Development Committee, the Ambassador Bridge Co., U. S. Customs, the Chamber of Commerce, the H.R.C.C., the Bagley Businessmen, L.A.S.E.D., and any affected businesses and industries or groups, in order to begin the process of further separating industrial and commercial uses from residential uses, while meeting the needs of both the internationally related businesses and industries and the local residents, local businesses, and community services; for example,
 - a. Relocate truckers to industrial area.
 - b. Establish program to assist Bagley Businessmen.
 - c. Expand U. S. Customs next to Bridge, if required.
 - d. Assist other industries in finding suitable sites.
 - e. Provide off street parking, for industrial and commercial uses.
 - f. Promote the development of an international tourist center near the Bridge Plaza.
5. The Department of Streets and Traffic and the Police Department review traffic patterns and enforcement procedures in the H.R.C.C. area and propose immediate and long range solutions to the problem of the current intermixture of truck traffic, regional auto traffic, local circulation, and, pedestrian movement; for example,

- a. Provide an interim truck route and improved signing.
 - b. Establish Fort for E-W truck traffic.
 - c. Eliminate large-scale through trucks on Lafayette, Howard, Porter, and Bagley between 16th and 20th.
 - d. Establish a permanent workable solution to the problem of access to and from the Ambassador Bridge.
 - e. Develop pedestrian walkway along 16th.
 - f. Convert some local streets and alleys to walkways.
 - g. Provide truck route on 23rd and 24th to Ruskin to Freeway Service Drive (near U.S. Truck).
6. The Department of Building and Safety Engineering facilitate the removal of all abandoned and unsafe structures in the area; for example,
- a. Designate community contact person in BSE.
 - b. Enforce current zoning regulations in area.
7. The CPC prepare recommendations regarding rezoning to aid in implementing the new Master Plan policies for the area; for example,
- a. W. Fort frontage.
 - b. Bagley-Vernor area.
 - c. Along Lafayette and Howard, between 16th and Ste. Anne.
 - d. Other areas, as required.
8. The CPC review the Historical Resources of the area, especially Ste. Annes Church, and recommend appropriate actions under the Historical Preservation Ordinance.
9. The CPC, CDC, Budget, Controller and other city agencies explore new redevelopment funding and development mechanisms for possible use in the revitalizing of the H.R.C.C. area and its surroundings.
10. The Budget Department with the assistance of the Planning Department prepare a 5 year capital improvement program for the HRCC Area, including; for example,
- a. Expand recreation areas at Preston School and Riverside Park and other suitable vacant sites.
 - b. Improve maintenance of streets, sidewalks, and curbs.
 - c. Improve street lighting and tree planting, with some improvements soon, especially along W. Grand Blvd., and on residential streets and alleys.
 - d. Build pedestrian bridge at Bagley, over Fisher Freeway.

11. The CDC provide one house for one house relocation, adequate community communication and information, and equitable property acquisition procedures where required to implement the above; for example,

Implement provisions of Uniform Relocation Program as defined in Federal regulations.

(J.C.C. pp. 1041-1049).

402.0900 DETROIT THOROUGHFARE FRONTAGE

STATUS - Physical development along Detroit's major traffic arteries gives to both visitors and residents the first visual impression of the City's business areas and neighborhoods. Along these major transportation routes, one can see boarded-up stores, vacancies and marginal uses. These signs of visual and economic blight can be related to a loss of population, an oversupply of commercially zoned land, new shopping centers and other changes in the basic structure of commercial and retail use in the City.

The City of Detroit took the first steps to resolve these problems for a portion of the City in 1969. The Schulze Community Council, representing the area bounded by Seven Mile, Wyoming, Fenkell, and Schaefer, served as a catalyst for this action when it requested that the thoroughfare frontage within its area be rezoned in order to protect the businesses and homes from additional abrasive uses locating there.

This same zoning protection was requested by other communities within the Northwest Detroit area generally bounded by Parkside, Lyndon, Greenfield and Eight Mile Road. Upon adoption by Common Council of this rezoning, the Mayor's Committee for Industrial and Commercial Development and the Assessor's Office requested that a major study be carried out to both monitor the effects of the rezoning, and also to develop further solutions to the thoroughfare frontage problems facing the area and the City as a whole.

This study which became known as the "Commercial Land Utilization Study, B2-B4" included the active participation of nineteen community groups, seventeen businesses and business organizations, two consultants, and six City departments. The study provides a framework of actions to correct the thoroughfare frontage problems of the City. Mayor Young has commended the efforts of the study committee, stressing the significance of the close working relationship of dedicated citizens, business groups and City officials throughout the more than two years of the project. The Mayor's 1974-75 budget message indicates his commitment to the preservation and improvement of the quality of life in the neighborhoods of the City and to the strengthening of Detroit's economic base. In his letter of June 20, 1974, to City Council, the Mayor reiterated the responsibilities of the Planning Department for all zoning and development policy. He also stated his intention to direct the Director of

Planning to give the recommendations of the Commercial Land Utilization Study high priority, and assume coordination.

The City Council adopted the following policies, objectives, and action plan proposals for the City of Detroit's Thoroughfare Frontage Development on July 3, 1974 (J.C.C. p. 1661-62). This preliminary reaction of the City Council to general policies and concepts, does not represent adoption of any specific proposal or policy or the application of any general policy or concept to any specific use. Further action by the Mayor and the City Council are required to enact most action plan proposals.

402.0900 DETROIT THOROUGHFARE FRONTAGE

402.0901 Extent and Boundaries

Thoroughfare frontage policies developed during the Northwest Detroit study should be applied throughout the City.

402.0902 Objectives

The objectives of the city for the Thoroughfare Frontage are to:

1. Reduce visual blight along the major traffic arteries of the City.
2. Preserve taxable values of the frontage development and the adjoining neighborhoods.
3. Improve the mechanism for handling citizen complaints and enforcing codes and ordinances.
4. Prevent the further spread of blight along major traffic arteries.
5. Reduce the amount of commercially zoned land to better approximate city need.
6. Stimulate residential and other uses to locate along thoroughfares.
7. Reduce opportunities for abrasive uses to locate where they may damage other commercial uses or the adjoining neighborhood.
8. Give residents and businessmen a greater role in the protection of their neighborhoods.
9. Strengthen sound existing uses and facilities.
10. Remove obsolete structures and uses.
11. Relocate very abrasive uses.
12. Provide improved local shopping services.

402.0903 Change

Change in the Thoroughfare Frontage development should be guided by the foregoing and related policies in the Detroit Master Plan, and by the Detroit Zoning Ordinance, which regulates the use of specific parcels of land. Amendments to the Zoning Ordinance should be consistent with these policies.

402.0904 Other Policies Relating to the Thoroughfare Frontage Development

Refer to Chapter II, General Urban Policies, and Chapter III, Urban Systems Policies, for additional city-wide policies that apply to the Thoroughfare Frontage Development of the City.

402.0905 The Map Indicates the Proposed Organization of Uses

Proposed uses for the Thoroughfare Frontage Development of the City are shown on the map entitled Future General Land Use, inserted at the back of this document.

402.0906 Action Plan Proposals (for Thoroughfare Frontage Development)

The new Planning Department, as overall coordinator, with the cooperation of the City Council's new Planning Commission and new Community and Economic Development Department (in their areas of authority), working closely with affected community and business groups, is hereby requested to prepare and implement an action plan and program, based on the findings and recommendations of the "Commercial Land Utilization Study, B2-B4," and bring specific actions to City Council for their adoption, in particular, the Code and Ordinance proposals are to be presented to City Council within three months (by October 3, 1974) and as much as possible of the remainder of the proposals are to be presented to City Council in detailed format within six months (by January 3, 1975).

A. Code Enforcement - (City of Detroit should adopt an ordinance to:)

1. Maintain building exteriors in good repair.
2. Require improved barricading of vacant buildings.
3. Improve sign control and upkeep.

4. Require storage of unsightly equipment, supplies, and vehicles to be screened or indoors.
 5. Establish complaint bureau and housing court.
 6. Require sign and occupancy permits.
- B. Zoning Ordinance Amendments - (City of Detroit should adjust Zoning Ordinance as follows):
1. Retain most of current zoning in NW Detroit Study Area.
 2. Amend ordinance text to expand permitted uses in the B-2 District, which are non-abrasive.
 3. Amend ordinance text to make abrasive B-4 District uses more acceptable to the community.
 4. Amend the ordinance text to promote residential development in B-2 Districts.
 5. Rezone thoroughfare frontages for the remainder of city according to study rezoning concept included in the Commercial Land Utilization Study, B2-B4 report.
- C. Land Utilization - (City of Detroit should prepare specific proposals to):
1. Acquire land through urban renewal or "opportunity" purchase.
 2. Reuse acquired land for residential, parking, local shopping, or recreation.
 3. Establish "interim use" and land bank program.
 4. Create shopping area identities, with street furniture, signs, etc.
 5. Consider commercial block facing projects, for new residential and commercial use.
- D. Retail Development - (City of Detroit should prepare specific proposals to):
1. Acquire and clear vacant, obsolete retail space.

2. Relocate abrasive uses to areas where they will not damage adjoining commercial or residential uses.
3. Assemble parcels of land near major intersections for small shopping centers, building on existing facilities wherever possible.
4. Provide off-street parking to strengthen viable existing frontage uses.